

The National *Falcon* News



Ted Boothroyd
Santa Rosa, California

1963 Falcon Convertible

FEBRUARY 2005

Cover — Ted Boothroyd

Ted Boothroyd of Santa Rose, CA, a 20 year veteran, prevailed on his buddies at the Santa Rosa Fire Department for this photo shoot of Rosie, his 1963 Falcon convertible. Ted is a frequent contributor to the National Falcon News.

He writes, "Rosie sports a new 302 CI engine with a C4 tranny and all the related V8 accoutrements, including disc brakes. With her cam and rolled engine, Rosie is the fastest car I have ever driven. I have to be careful about laying down rubber around town, police are friendly toward firemen, but not when it comes to street rodding or drunk driving!"

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THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for international members, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **National Falcon News** is published monthly with information submitted by members. **All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: WCrosby62@sbcglobal.net

NOTE: The club will send a notice to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

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Santa Rosa CA 95409
707-539-2860 (1)



Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter
Phoenix, AZ
2nd Sat. except June,
July, Aug. at Berge Ford,
460 E. Auto Center Dr.,
Mesa, AZ
(480) 888-0589

Bluegrass Chapter
Louisville, KY
1st Saturday of each
month at 5:00 pm at
Shoney's, Fern Valley
Road at I-65 in Louisville.
(502) 231-8715

Blue Ridge Chapter
South Carolina
3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter
Austin, TX
3rd Sat. - monthly 5 PM
(512) 832-0544

Carolinas Chapter
Charlotte, NC
1st Mon.—7 PM
Showmars, Charlotte,
N.C. Little Rock Road
off I-85.
(704) 933-4972

Central California
Falcons
Bakersfield, CA
1st Tuesday 7:00 PM
Sizzler's at the Ice
House, Fresno, CA, 3rd
Thursday at Bob's Big
Boy on Blackstone.
(661) 588-9468 or
(559) 298-4844

Early Falcon Car Club
of Victoria, Inc.
Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
Arkansas
2nd Sat.—monthly
(501) 605-1370

Gateway Chapter
St. Louis, MO
4th Sun.—monthly
(636) 946-6047

Golden Gate Chapter
San Francisco, CA
2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter
Michigan
3rd Sun.—bimonthly
(517) 849-7156

Hoosier Chapter
Indiana
1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun.—monthly
(903) 572-9593

Mid America Chapter
Kansas City
1st Fri.—monthly
(913) 894-5090

Mill Hi Chapter
Denver, CO
3rd Fri.—monthly
(303) 857-9360

Music City Chapter
Nashville, TN
Monthly Meetings
Call for dates/locations
(615) 452-0321

NE Texas Chapter
Gladedwater, TX
2nd Sat. monthly
(903) 759-6850

Northland Falcons
Minnesota
2nd Sat.—odd months
(763) 420-3050

River City Chapter
Sacramento, CA
2nd Tue.—monthly
(916) 725-4110

So-Cal Falcons
Burbank, CA
2nd Saturday—
bimonthly
(818) 845-9725

Sonoma County
Santa Rosa, CA
1st Thurs.—monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun.—monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Sat.—monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(281) 920-0145

Virginia Falcons
Richmond, VA
2nd Sat. even months
(804) 226-4791

Wheat State Chapter
Wichita, KS
1st Sat. even months
(316) 838-7487

Letters to the Editor

AUGUST 2004 ISSUE

Dear Editor,

As an FCA member, and a professional collision and refinishing technician, I was appalled to see the photos in the August 2004 issue of a FCA member painting his car with NO PERSONAL PROTECTIVE EQUIPMENT WHATSOEVER. What was a decent write-up became an excellent example of how not to do something, and left me soured on the whole layout.

This is not the way we should present enthusiasts who take pride in doing their own work. I'm unaware of any PPG two-stage paint systems that do not contain isocyanates, and a single exposure can be sufficient to create life-long health issues. I won't even go into the environmental concerns with regard to this persons' neighbors, family members, or pets.

For more detail on isocyanates and associated health issues please visit <http://www.osha.gov/SLTC/isocyanates/index.html>.

The FCA standards regarding personal safety and equipment in any article should be above reproach. Submitted photos that do not conform should not be published—period. After all, you wouldn't publish photos of someone changing a clutch with their car supported solely by a hydraulic jack, or using a grinder without eye protection—right?

Spraying isocyanate-based paint without any personal protective equipment is no different and I certainly wouldn't want members trying this at home because they "saw it in The National Falcon News."

Phil Clements, FCA #8696

I did wonder about painting without a mask or personal protection, but ran the photo anyway, figuring that grown-ups make their own choices. Painting your car? Use caution and protection so you will be around to enjoy the fruits of your labors! Since this letter, I have received other photos of folks painting without personal protection that have not run. In the future, photos of any unsafe or questionable practice regarding restoration will not be published in The National Falcon News.—Editor

OCTOBER 2004 ISSUE

Wendy,

All I can say is Wow! Wow! Wow!

What a wonderful job you did on presenting our beloved Falcon in the October 2004 issue. I had every confidence you could take my ramblings and turn them into a wonderful article. Thank you.

Juanita and I were in Nashville visiting with Andrew and when we came home last night the October issue was in the mail box. You went way beyond my expectations. There are no errors in the article. If you are ever in Tennessee, we would love to show you the Falcon and show you around our beautiful state. We have a guest suite and would be happy to have you and your family come visit.

Your new friend for life,
Bob Brown
Cookeville, TN

Is this a great club or what? —Ed.



September 11



In progress...



Getting closer...



Restored, after being garaged for 16 years!

Douglas Doemer of Fenton, Michigan found this 1965 Falcon Sprint in Boston, Massachusetts in 1984. The car was a one-owner original with 90,000 miles on it.

"The floor was almost gone and a lot of other parts were worse than I had hoped for. I drove it back to Michigan and parked it in the garage for the next 16 years. I finally used some IRA money to start the restoration project."

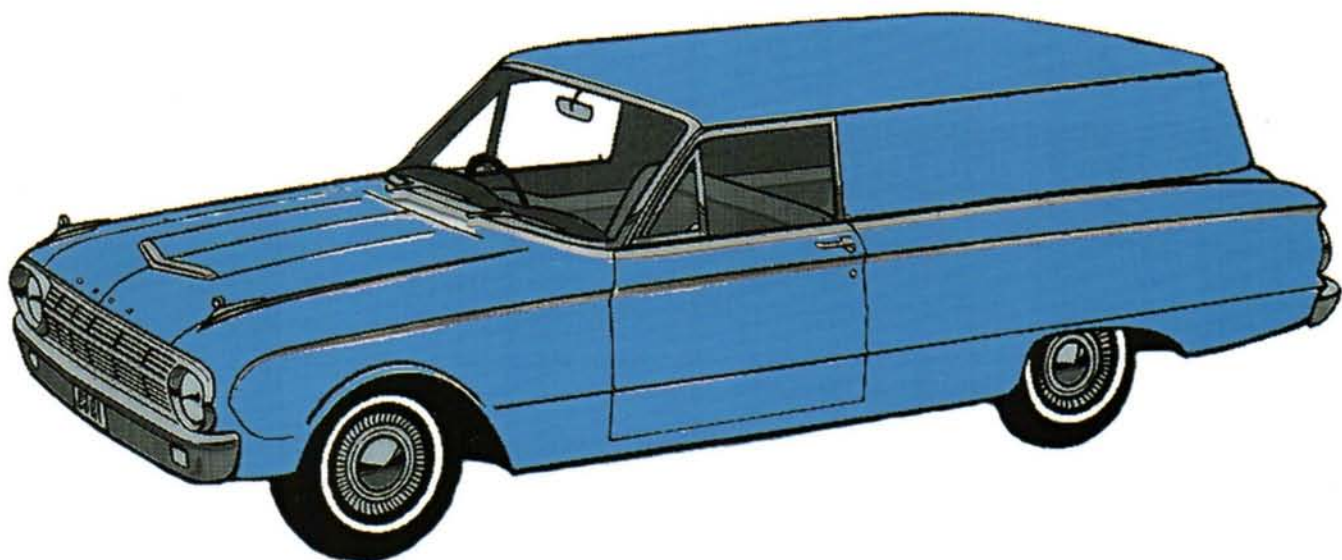
The Falcon has fresh paint, lots of new steel and a "mostly original" motor. Doug still has some work to do, but he reports that "I can drive it with pride again." The top photo above was taken as he drove by the Fenton Fire Station on September 11.



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1965 Falcon Futura

In 1972 I bought my first car. It was a 1964 Falcon Sprint convertible. I tried to restore it, but due to lack of money and unavailability of parts, my restoration was unsuccessful. I never wanted to see another Falcon again.

About 25 years later, I saw an ad in the local newspaper—For Sale: a 1965 Falcon Futura. I thought about it for a couple of days, remembering that first Falcon and never wanting to see another Falcon ever again. But I just HAD to go take a look at this 1965 Falcon Futura.

I walked into the storage building and took one look at the 1965 Falcon. I could not believe my eyes. All I could say was, 'I'll take it.' This was MY Falcon. I didn't even take it for a test drive, I just drove it home to Verona, PA. It is all original (never restored). It has 42,000 original miles. The exterior is Caspian Blue, the engine is a 6 cylinder 200 cu. in. The drivers side headlight is still original. The cigarette lighter and ash trays were never used.

I think when you take a look at these pictures, you will see why I had to have this Falcon. And the best part of all is that I still have some of my Falcon parts from that first car of mine if I need them!



Classified Ads (con't)

1960-65 Used & New Parts: 63-64 front spindles for V-8 manual steering \$50. 1960-65 Front brake drums 9" x 2 1/4" four hole (turned) \$15 each or \$25 for both. 1964-65 hood hinges \$25 for both. 1964-65 Tailgate latches Ranchero or Wagon \$10 each or \$18 for the pair. Aluminum bell housing with bearing fork for 6 cylinders 60- 80 \$20. Steering wheel \$45. Sunvisors (complete) \$45. Front spindles, backing plates, drums, hubs(4 lug), wheel cylinders, brakes shoes (complete) for 6 cylinder manual steering, \$100. 1964-65 Hood latch \$10. New chrome air cleaner 6 1/2" around, the element is 2 1/2" high and fits up to 2 5/8" neck, \$12 extra elements \$4 each. 1964-65 Heater dash plate, knobs, cables, levers & mounting hardware (complete) \$25. ALL ITEMS PLUS SHIPPING Call Ray at 505-524-3371 or hirpmrj@juno.com or 522 Apple View Place, Las Cruces, NM 88007.

347 STROKER runs 12.45 @ 109 mph in a 1963 Falcon wagon, motor only \$4,800; C4 trans in same car \$1000; Brand new aluminum GT40 small block cylinder heads \$995 a pair; N.O.S. 1960 Falcon parts; Much more. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

1962 Falcon 4 door parts. Body parts, transmission, all kinds of parts. Perry Lee, 860-568-1829. CT.

Fordomatic 2-speed rebuilding kits with gaskets, o-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45 each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218 781-449-2065 evenings. www.autotran.us

JOE B. FALCONS. GIVE US A CALL, WE'VE GOT IT ALL! Call 303-279-4202 or email Tom at tbotk@qwest.net or Joe, jobon10@hotmail.com. www.joebfalcons.com. Golden, CO.

Kellogg's Garage— we have parts for 1960-66 Falcons/Rancheros, and 1964-5 Comets. Call or email with your needs. Lenny Kellogg, 970-593-1964, or lenkellogg@lpbroadband.net. CO

Large 25 year collection of good used parts for 1960 thru 1969. Hoods, \$75 to \$110. Doors, \$50 to \$75. Chrome moldings, \$5 to \$25. Many body and chassis parts too numerous to mention. Also some parts for 1963 thru 1965 Comets and Fairlanes. Complete Fiberglass front clip for 1960-61 Falcons; new \$600. For race cars, held on with pins. Don Branson, 636-228-4501 or jbranson@mail.win.org. MO.

Information Wanted

I am looking for information on a "cable automatic fuel pressure regulator." I would really appreciate any information from fellow FCA members. Abe Hendrix, 934 Tomlinson Ln., San Jose, CA 95116. 408-259-4505.

Miscellaneous For Sale

Ford Falcon 144/170/200 & 250 Six Cylinder Performance Handbook—

100 pages of facts, history, interchangeability of parts, tips, swaps, & pictures. If six cylinder performance is for you, this manual should be helpful. Send your mailing address and money order, for \$14.95 to: Falcon Performance Handbook, c/o Dave Schjeldahl,

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Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721 3077 or Alex@books4cars.com 513-312-8799 or falconwagon62@yahoo.com.

Three Chances to Win Three Nights at the San Ramon Marriott July 15th, 16th and 17th, 2005

How to Enter:

1. Mail your Registration Form and Register at the Hotel by March 1, 2005 and get 3 Chances to win!
2. Mail your Registration Form and Register at the Hotel by May 1, 2005 and get 2 Chances to win!
3. Mail your Registration Form and Register at the Hotel by June 1, 2005 and get 1 Chance to win!

The drawings will be held March 15, May 15 and June 15, 2005.

Winners will be notified and your hotel room will be paid for by the 2005 National Convention Committee!

**2005 National Falcon Convention
Hosted by The Pacific Region Chapters**

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W

hile in Kansas City for the 2004 National Convention, I struck up a conversation with some Falcon enthusiasts from Austin, Texas. These two young men were best buddies, still in high school. I couldn't pass up the opportunity, as I (and many others) have always firmly believed that the future of

our hobby is in its youth. It was really fun hearing their stories; they were totally smitten with the car bug and will be "car guys" for life. It was like talking with a younger "me." The car hobby is a disease and once you catch it, there is no known cure—fortunately, it's not fatal!

First up was William Warren, Jr. Billy's car, a 1963 Ranchero, was his Dad's car for most of Billy's memory. One might suspect he was coerced by his Dad to be a Falcon guy—not so. The younger Warren gravitated toward it during a road trip to Florida six years ago. Billy rode with Dad while Mom and his sisters were in the other car. He has been hooked on the Ranchero ever since. On the way, Billy asked his Dad if he could have it when he was old enough to drive. Dad's response—"Yeah, sure," thinking Billy would forget all about it. Billy never forgot and right about when Dad had the car finished, if that's ever possible, young Billy thought it was time to turn the Ranchero over to him. Dad relented and gave Billy the car.

Talking with Billy, his energy and excitement over this car are crystal clear. Billy is 17 now and full of plans and ideas for the Ranchero, including a new white paint job with red ghost flames. This will happen after high school because he is afraid all those non-caring and "don't get it" kids would ding up his doors in the school parking lot. Also on the agenda are 17" wheels and a Mustang II front end.

Billy and his Dad have done all the work on the car themselves. Billy has installed aftermarket Racing style bucket seats and repainted the interior. The car currently has a 289 with C4 and a B&M Mega shifter. All of Billy's

hard work had paid off as he was a "Class Winner" in the modified Ranchero Class at the Kansas City Nationals. When he was presented with his award at the banquet by Miss Kansas USA, his ear-to-ear smile revealed how he feels about his hobby. With Billy at the helm, this car will be seen again and again; and be better each time it is shown. Way to go Billy—and a hearty welcome to our Falcon fellowship.



Billy Warren



Joseph Alvord

Our next young enthusiast is Joseph Alvord. Joseph is 16 and his mom and dad are both really into the old car hobby. His mom restored a pedal car to look like a 1961 Falcon and has shown it for the past two years.

Joseph's dad also has a Falcon, so it makes sense that Joseph has one too. Joseph said he grew into it and has never felt like he had to do it.

His car has an interesting story. Joseph, his dad and some others heard about a Ranchero that was soon to be crushed at the local junkyard. Off they went to rescue it from the Jaws of Death. It went home with them and became Joseph's car.

Currently it is a pale, weather beaten, yellow derelict with no engine, transmission, or hood, but if you look closely, you will see that Joseph has cleaned and repainted many of the

underhood areas and suspension. Joseph's car was entered in the Diamond in the Rough class at the KC National Meet. Michael, his dad said that Joseph spends a lot of time scraping and sanding on it—he certainly has his work cut out for him! This young enthusiast is looking beyond all the work ahead and has great visions of the future.

Joseph's plans for this car include installing 1967 front fenders and rear taillights. It will be powered by a 289 engine and C4 transmission. He will install a dual master cylinder, dual exhausts, period style American Mags, and will be painted the original shade of yellow.

This is a Falcon to watch for—look for it at a National Meet sometime soon, parked in its proper class.

Falcon Family Photos

Submitted by George Barbour

My wife Peggy and I purchased this Falcon convertible in December of 1963. After about 12 very bad Michigan winters, it needed a lot of work so it was retired and sat in a barn for about 20 years. Peggy almost threatened my life when I told her it was time to stop driving it. She put most of the miles on it and wanted to add more.

In 1995, I had it restored to the way it was in 1963. It has about 72,000 miles on it now. When it was new, I thought that it was very fast, but I found out that a 260 cid with a 2 speed automatic transmission was no match for a 1958 hopped up shaker. I never raced it again.

In the driver's seat is my oldest granddaughter, Kelly Barbour. The car was about 16 years old when she was born. Next to her is her sister, Julie, who is two years younger. They both attend Pensacola Christian College in Florida. I believe that they would like to use this old car in Florida if they were allowed to. In the back seat are their two sisters, Laura and Molly.

I pulled the engine out when the car was restored. All that needed to be done on it was to replace the oil seals on the crankshaft, which I did. I painted it and reinstalled it when the car was ready. (Note the red spark plug wires that I purchased from K Mart when the car was new.)

The man driving the 737 is my oldest son George Jr., who was five years old when we purchased this Falcon. He and his younger brother, Mark, who graduated from the Naval Academy, drove it to high school functions.

We don't drive it very much any more but it looks good sitting in the barn. When I do touch the starter, it quickly springs to life and runs as well as when it was new. This was and is a great car. When we purchased it, I was employed as a firefighter in Redford Township Michigan. I retired after over 34 years of service. I had a great job and a great car.



TECH TIPS

Submitted by Jim Vanell
Reprinted from the Arizona Chapter Newsletter

Here are some very useful formulae:

Gear ratio = $(TS \times RPM) / (MPH \times 336)$ where TS = OD of rear tire in inches.

$RPM = (MPH \times GR) / (TS) \times 336$ where GR = gear ratio.

$MPH = (RPM \times TS) / (GR \times 336)$.

Let's try a real life example where we have a car with 195/75R14 tires, a C4 tranny with 1:1 final ratio in 3rd gear.

Find: OD of mounted tire in inches.

$195 \text{ mm} \times .75 = 146.25 \text{ mm}$ (the radial height of the rubber off the rim on one side).

$146.25 \text{ mm} \times 2 = 292.50 \text{ mm}$ (the radial height of the rubber off the rim on both sides).

$292.50 \text{ mm} \times 1 \text{ inch} / 25.4 \text{ mm} = 11.52 \text{ inches}$.

$11.52 \text{ inches} + 14 \text{ inches} = 25.52 \text{ inches} = \text{OD of mounted tire}$.

Therefore:

If GR unknown and it is desired to go 75 MPH at 2500 RPM with the tire mentioned above:

$GR = (25.52 \times 2500) / (75 \times 336)$.

$GR = 63800 / 25200$

$GR = 2.53$.

With a C4 tranny, this means the differential ring and pinion ratio must be 2.53:1.

If one had an AOD with a final ratio of .67:1 then the differential gear ratio would be 3.78:1 (i.e., $2.53 / .67 = 3.78$).

If RPM is desired when traveling at 75 MPH, using the tire size mentioned above, and having a C4 with a 1:1 final drive ratio with a 3.25:1 differential gear ratio:

$RPM = (MPH \times GR) / (TS) \times 336$.

$RPM = (75 \times 3.25) / 25.52 \times 336$.

$RPM = (243.75 / 25.52) \times 336$.

$RPM = 9.55 \times 336$.

$RPM = 3209$. Note that with an AOD with a .67:1 final drive ratio, the RPM would be: $3209 \times .67 = 2150 \text{ RPM}$.

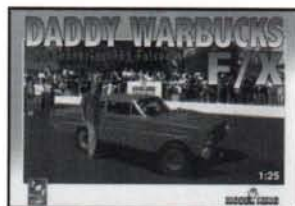
If MPH is desired when running at a desired 1800 RPM, with the tire size mentioned above, and with an AOD with a final drive ratio of .67:1 and a differential drive ratio of 3.55:1:

$MPH = (RPM \times TS) / (GR \times 336)$.

$MPH = (1800 \times 25.52) / (3.55 \times .67 \times 336)$.

$MPH = 45936 / 799.18$.

$MPH = 57.5$.



MK21442

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in early 2005



Model Kits

This model kit of the 1965 Falcon F/X drag racer driven by Phil Bonner is 1:25 scale. This legendary Daddy Warbucks Falcon comes to life in this model kit with detailed drag racing engine and interior. Warning: Small parts may be a choking hazard. Not recommended for children. Paint and glue not included.

MK21442

\$19.95 ea

Coming in early 2005, Model King® will be introducing the wheel-standing 1965 Falcon, "The Smallest Georgia Shaker". It was built by Hubert Platt in his Chamblee, Georgia shop and raced on the match race circuit in 1965, occasionally running nitromethane. After altering the wheelbase of the Falcon, Hubert renamed it the Georgia Shaker III. This car was a real crowd pleaser with its wild, jumping starts.

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Calendar of Events

APRIL 17, 2005

Fitchburg 35th Annual Flea Market and Car Show.
Located at the Fitchburg, MA airport, Sunday, April 17, 2005, 8 AM–2 PM. Rain or shine. Take Route 13 from Route 2. The site is 13 miles west of I-495. Admission \$5, children free. 20x20 space, all outdoors. \$25. Toy vendors welcome. Make checks payable to: Early Ford V8 Club, N.E., c/o 4983 Jericho St., White River Junction, VT 05001. Necessary calls only please, V8 hotline at 781-272-1114 or dharrigan@rcn.com.



Calendar of Events

MAY 27-28, 2005

The Gateway Chapter will host a regional convention over Memorial Day weekend, May 27-28 2005, in St. Louis, MO. These dates allow an extra day for travel on the Monday holiday. The event will be held at the Holiday Inn Westport. We will have a night at the ballpark and watch the National

League Champion St. Louis Cardinals take on the new (as yet unnamed) Washington team. More information will be forthcoming. For information www.gatewayfalcons.com or email info@gatewayfalcons.com or phone 314-645-7082.

JULY 14-17, 2005

26th Annual Falcon National Convention, hoisted by the Pacific Region Chapters in San Ramon, California. More information: Ray Johnson, 707-546-8082 or www.westcoastfalcons.com/national.htm. Registration in this issue.

FOR MORE UPCOMING EVENTS:

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This Falcon project begs to be finished. It was started by FCA member Phil Boyer in January 2002 after he trailered it home from North Carolina. It was a stock 1965 Futura with bench seat, 289 with C-4 that had not run for a while.

Phil had already won Best of Show with his 1965 Burgundy Sprint and he wanted to have the modified car of his dreams also be a "Best of Show." Unfortunately, Phil died suddenly, on Father's Day 2003, while working on this dream car.

We told his wife, Debbie, that when she was ready, Mason Dixon Chapter members would help her find new owners for Phil's Falcon things. In May, she said the time was right to get the garage and workshop in order.

We have been working on this since a little before the All Ford Show in Carlisle. Many of the new items Phil had purchased for this car were sold there, but this is about the basis for any great car project—the body.

Phil's idea was for this car to have a highly modified 347 "stroker" with a top loader 4-speed, nine inch rear end, 13" disks in front, 11" disks in the rear, frame connectors to hold all that torque, and bucket seats. Naturally, it was to be a bright red. The photos show the progress Phil had made. He built a rotisserie that connects to the frame rails to facilitate the restoration of the body and everything was removed from the body. My task of inventory was made easier since this was done in a meticulous manner. Every nut, bolt, and screw were bagged and

marked. All wiring tips were marked and every nut or bolt that could be put on the part it belonged to was stored that way. Next came the sandblasting. The entire body was cleaned down to bare metal. Then the frame stubs were connected front to rear with a frame connector kit. This was all welded in and smoothed to look as if it was done by Henry Ford himself. All repairs to the body were accomplished by welding in new metal where necessary. The body is in primer now and it is impossible to tell where the work was done—whether you look from the front, side, or rear.

In the engine compartment all seams were welded, filled, and smoothed. All that remains to be done with the body is a few hours of sanding. All of the other body parts such as doors, fenders, hood and trunk are waiting for the new owner to fix them up and bolt it all together and drive away. The only new parts for the drive line that are done is the "N" case nine inch rear Phil had rebuilt by a California speed shop. The engine is awaiting a rebuild. The toploader is done, but Phil had wanted to eventually "beef it up"—so he bought a new 28-spline output shaft and a rebuild kit to do the job the right way—the first time. All other sheet metal is virtually rust-free with no perforation; it will take very little to complete.

Now that the marking, tagging, and sorting have been done to complete the inventory, all that remained was to tell this story and transfer the body and its parts to the new owner.

Admittedly, this was no easy job—it will be a huge challenge to complete it, but I'm glad to know there was someone out there who was looking for a new project.

The body with its attached "rotisserie" and all assorted parts and pieces of the original car has been passed on to the new owner as one entity. The body and other parts were advertised in our local chapter newsletter. I look forward to seeing this project in The National Falcon News when the challenge is complete.

Getting started in March 2002



Paint stripper



Sandblasting



Current state but in primer

FOR SALE: 1965 Futura hardtop body (VIN 5T17C129449) with rotisserie, doors, fenders, hood, trunk and all pieces to put it back together. 5.0L V8 289 is all there, but apart. A C-4 and the 2.80 rear end included. Includes all bagged, marked and tagged hardware. \$2500 OBO.

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NEW

Bolt-On Disc Brake Conversion Kit

This kit features special adapter plates that let the customer utilize their stock spindles. The advantage to this is the customer does not have to remove the spindle (no spindle tools for ball joint separation or re-installation needed) and does not have to have the front end re-aligned, saving time and expense. Additionally, this kit uses a smaller, lower profile caliper that allows the use of most factory 14 inch

wheels. All disc brake kits come with detailed instructions, and will require custom lines to be run from the master cylinder to the calipers.
Part #DBO102 converts factory 4 lug to 5 lug.

DBO102 60/65 Ranc/Falcon/Comet - 4-Lug
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NOTE: May not match original seat belts or interiors exactly.

Front Seat Belts- 57/65

SB100 Lift Buckle Seat Belts

Rear Seat Belts- 57/65

SB99 Lift Buckle Rear Seat Belts

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IGN100B IGNITOR (6 Cyl, 1960/1964)	ea	79.95	 SALE 69.56
IGN100C IGNITOR (6 Cyl, 1965/1970)	ea	79.95	 SALE 69.56
IGN100D IGNITOR (8 Cyl, Dual Point, 1960/1964)	ea	79.95	 SALE 69.56
IGN101B Ignition Wires - Black (Stock) - V8	set	49.95	 SALE 43.46
IGN101C Ignition Wires - Black (Stock) - 6 Cyl.	set	49.95	 SALE 43.46
IGN103 Ignitor Hi-Perf. Coil - Black (Oil Filled)	ea	34.95	 SALE 30.46
IGN104 Ignitor Hi-Perf. Coil - Chrome (Oil Filled)	ea	34.95	 SALE 31.46



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Grant Steering Wheel & Installation Kit

Grant Elite steering wheel features a 3 or 4 spoke design in polished aluminum and a hand stitched leather grained black vinyl grip. 14 inches in diameter and a 3.5 inch dish. Requires adaptor for your application sold separately.

STG100 Grant Steering Wheel -14 inch - 3 Spoke	ea	199.95	 SALE 189.96
STG101 Grant Steering Wheel -14 inch - 4 Spoke	ea	199.95	 SALE 189.96

This installation kit is necessary when installing a Grant Steering Wheel. Kit includes complete detailed instructions, a die cast hub, grade 5 hardware and matte black trim pieces.

IST100 Wheel Installation Kit - 68/70 Falcon/Ranchero	kit	34.95	 SALE 33.26
IST101 Wheel Installation Kit - 63/64 Falcon/Ranchero	kit	34.95	 SALE 33.26
IST102 Wheel Installation Kit - 65/66 Falcon/Ranchero	kit	34.95	 SALE 33.26
IST103 Wheel Installation Kit - 60/62 Falcon/Ranchero	kit	34.95	 SALE 33.26
IST105 Wheel Installation Kit - 67 Falcon/Ranchero	kit	34.95	 SALE 33.26

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Tech Tips – Ford Falcon Production Figures

NOTE: This information has been obtained from various sources and cross-checked when possible. Although it is thought to be reliable, a person considering a Falcon based on its rarity should conduct his or her own research.

1962—United States

MODEL	BODY CODE*	SERIAL CODE**	UNITS
2 Door Sedan	64A/64C	11	143,650
4 Door Sedan	58A	12	126,041
4 Door Sedan	71A	22	66,819
4 Door Squire Wagon	71	B26	22,583
Ranchero	66A	27	20,842
2 Door Wagon	59A	21	20,025
Econoline Club Wagon	89B	E-12	18,153
Sports Futura	62C	17	17,011
Sedan Delivery	78A	?	1,568
Econoline Station Bus	?	E-11	?

* Per Warranty or Door Plate Number

** Per Serial Vehicle Identification Number

Most notably, the Sports Futura Sedan was introduced in February, 1962. The Sports Futura had bucket seats with a center console. It had a Thunderbird style roof that was also used on the later 63 Falcons.

Factory air conditioning was offered for the first time on Falcons in 1962. Dealer installed AC units used for the first two years were still available.

The special Squire trim was offered for the first time on the four door wagons. This new version of the wagon was a popular item.

For the first time, a four speed manual transmission was offered in the cooking new Sports Futura. The floor mounted all-synchro gearbox was referred to as the Dagenham. It was named after the city in England where it was manufactured.

1963—United States

MODEL	BODY CODE*	SERIAL CODE**	UNITS
2 Door Sedan	62A	01	70,630
4 Door Sedan	54A	02	62,365
Econoline Van	89A	+	47,119
Futura 4 Door Sedan	54B	16	31,736
Futura 4 Door			
Station Wagon	71A	22	23,477
Futura Convertible	76A	15	18,942
4 Door station Wagon	71A	22	18,484
Futura 2 Door Hardtop	63B	18	17,524
Futura 2 Door Sedan	62B	19	16,674
Futura Convertible			
with Bucket Seats	76B	15	12,250
Ranchero	66A	27	12,218
Futura 2 Door Hardtop			
with Bucket Seats	63C	18	10,972
Sprint 2 Door Hardtop	63C	18	10,479
Econoline Pickup	87A	+	10,372
Futura 2 Door Sedan			
with Bucket Seats	62C	17	10,344
Station Bus	89B	+	10,332
2 Door Station Wagon	59A	21	7,332
Squire 4 Door			
Station Wagon	71C	26	6,808
Deluxe Ranchero	66B	+	6,315
Econoline Window Van	89F	+	5,376
Sprint Convertible	76B	15	4,602
Custom Station Bus	89C	E12	4,378
Deluxe 2 Door			
Station Wagon	59B	21	4,269
Econoline Display Van	89E	+	3,359
Club Wagon	89D	E13	2,923
Econoline Custom Van	89A	+	1,501
Squire 4 Door			
Station Wagon with			
Bucket Seats	71D	26	1,461
Econoline Cargo Van	89G	+	1,153
Econoline Custom			
Pickup	87B	+	1,022
Sedan Delivery	78A	+	925
Econoline Custom			
Window Van	89F	+	332
Deluxe Sedan Delivery	78B	+	113
Econoline Custom			
Display Van	89E	+	98
Econoline Custom			
Cargo Van	89G	+	88

* Per Door Plate Code

** Per Vehicle Identification Number

+ Unknown (Please contact scff@jps.net if you can provide information regarding the unknown serial codes.)

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Ford Falcon Production Figures – *Tech Tips*

1963—Some major and historic changes were in store for the 1963 Falcons. A new sporty convertible model was introduced, and mid-year 1963½ models were introduced including the popular Sprint hardtops and convertibles.

The two new Futura Convertibles (one with bucket seats, the other with bench seats) were introduced at the beginning of the 1963 model year on September 28, 1962. Did you know that a 4-door Futura convertible was proposed? A prototype was built, but never produced by Ford.

The hot new Sprints included the first V-8s to ever appear in a production Falcon. The V-8 had 260 cubic inches and 164 horsepower. The new V-8 was available not only in Sprints, but also available in other 1963½ Falcon models.

1964—United States

MODEL	BODY CODE*	SERIAL CODE**	UNITS
2 Door Sedan	1	62A	36,441
2 Door Sedan—Deluxe	1	62D	28,411
4 Door Sedan	2	54A	27,722
4 Door Sedan—Deluxe	2	54D	26,532
2 Door Hardtop			
Futura (Bucket)	11	63C	8,322
2 Door Hardtop			
Futura (Bucket)	11?	63H	285
Note: No console in this model.			
Convertible—Futura			
(Bucket)	12	76B	2,980
2 Door Hardtop Sprint			
(Bucket)	13	63D	10,001
2 Door Hardtop Sprint			
(Bench)	13	63D?	3829
Note: Bench seat with no console in this model.			
Convertible Sprint			
(Bucket)	14	76D	3652
Note: 626 of these were built with bench seat and no console.			
Convertible—Futura			
(Bench)	15	76A	13220
4 Dr Sedan—Futura	6	54B	38032
2 Door Hardtop—Futura			
(Bench)	17	63B	32608
2 Door Sedan—Futura			
(Bench)	19	62B	16621
Note: 212 of these were Sport models with bucket seats and console.			
2 Door Wagon	21?	59A	6034
Note: There is some confusion as to whether Deluxe versions were available...			

Compiled by Al Aiello
Continued from January 2005 issue

4 Door Wagon	22	71A	17779
4 Door Wagon			
Deluxe	24	71B	20697
4 Door Wagon			
Squire	26	71C	6766
Ranchero—Standard	27	66A	2516
Ranchero—Deluxe	27	66B	7400
Note: 235 of the Deluxe models had bucket seats.			
Sedan Delivery—Std	29	78A	678
Sedan Delivery—Dlx	29	78B	98

The Falcons received a facelift in 1964. The “new” Falcons reflected the Total Performance image with their new styling. A more aggressive pony car style was used on the 1964 Falcon models.

The Futura series was continued in 1964 and represented the top trim level for Falcons. Futura upgrades include a chrome horn ring; rear arm rests with ashtrays; a set of horns; special hubcaps; Futura emblems inside and out; chrome side window treatments; stainless front and rear window trim; anodized aluminum exterior trim pieces; and unique chevrons at the rear quarter panels.

The Sprint models included basic Futura trim pieces and a special chrome engine package, unique wood-like steering wheel, tachometer, and unique Sprint badges and emblems. Sprints could be had with bucket seats and a console in the front, or bench seats all around.

—Continued in March 2005 issue

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The Back Page—Evangeline Urias



E

vangeline Urias of Oxnard, California bought her 1965 Falcon Futura convertible brand new in October of 1964. She fell in love with it on the showroom floor, "it was the most beautiful car I had ever seen! I went home and told my dad about it (I needed a co-signer) and we went back to sign the papers the same day. I drove it off the showroom floor!"

This was her first car and she paid for it by working as a secretary at McLellan Air Force Base in North Highlands, California. When she married her husband, Frank, they drove it on their honeymoon to Southern California. "It had paper flowers all over it and the sign on the back said "Just Married."

When her first born twin girls were two years old, they bought a station wagon ("Falcon, of course") and the convertible was put in her parents' garage in Sacramento to be held in trust. After her dad passed away in 1998, they brought it back home. The car had 77,000 miles on it and the original upholstery. Since it had been stored for 20 years, they towed it home.

The convertible top and carpet have been replaced and it has been repainted in the original color, Light Peacock. She writes, "it has a smooth and very powerful ride, thanks to the mechanical work performed by my son-in-law, Carey Lopez and all the money my husband, Frank, has contributed toward its upkeep."

"We enjoy the car on weekends, bird watching along the way. The Falcon has won First and Second Place trophies at Falcon car shows in Bakersfield and Ventura County." Evangeline and Frank are members of the Greater California Car Club as well as the FCA. Look for this beauty at the National Convention in 2005 in San Ramon!

